

NEW COMPETITOR IN FIELD

Minneapolis & St. Louis Has Short Line Between Omaha and Minneapolis.

IMPORTANT FACTOR IN RAILROAD CIRCLES

Connection with Illinois Central at Fort Dodge Reduces Distance to Minneapolis Thirty-Four Miles—Lower Rates Assured.

The completion of the Illinois Central's Fort Dodge extension to Council Bluffs and Omaha will bring into competition for Minneapolis-Omaha business a new line—the Minneapolis & St. Louis. By virtue of connections made possible through the Illinois Central extension, the Minneapolis & St. Louis will virtually be able to control passenger and freight business between Omaha and Minneapolis for the reason that its route will be thirty-four miles shorter than the present shortest line between these two cities, thus enabling the shippers off at least an hour in time.

The main line of the Minneapolis & St. Louis runs through Fort Dodge. Heretofore its passenger and freight business destined for Omaha and points reached through this city has gone through Fort Dodge to Des Moines, then making connection with the Rock Island. This line was such a roundabout one and so much longer than other lines operating between these cities that its business was but a small proportion of the total traffic. Connection at Fort Dodge with the Illinois Central, therefore, over the new line to Omaha, gives the Minneapolis & St. Louis, however, a position which will be used to its advantage and which the other Minneapolis-Omaha lines contemplate with regret. Its new line via Fort Dodge will be only 348 miles long, as against the distance of 352 via Sioux City and Council Bluffs and of 382 via Sioux City and Blair.

Aside from the advantage gained by the public in reduced distance and time between Minneapolis and Omaha there is another item of much importance. The shortening of the line will result in a reduction of fare, which will in all probability approximate 50 cents on the one-way rate. It is stated that the Minneapolis & St. Louis intends to establish this reduced rate, and the fact that it is the shortest line with the privilege of basing the rate will force the other lines to make a like reduction. The reduction of time and fare over this line applies to other Missouri river points as well as to Omaha. Kansas City, St. Joseph, Atchison and Leavenworth will all be reached in less time, as well as the territory reached through these cities.

Details of the train arrangements are not yet fully completed, but the Minneapolis & St. Louis and the Illinois Central. General Passenger Agent Cuts of the former has progressed sufficiently in his plans, however, to be able to say there will in due time be two trains daily to Omaha via Fort Dodge. The Minneapolis & St. Louis will have the advantage of the same terminal facilities in this city as the Illinois Central—the Union depot for its passenger traffic and the Terminal depot for freight.

The Minneapolis & St. Louis eventually expects to enter Omaha as an independent road. It has in course of construction now a line from New Ulm, Minn., to Storm Lake, Ia., and from this latter point it is reasonable to expect that it will reach Omaha. At its present time cards show a proposed road into this city. The new line is already completed from New Ulm to Esterville, and it is expected to have it in operation as far as Spencer, however, before the end of the winter. The grade between Spencer and Storm Lake will hardly be completed this winter, as there are several bridges and fills to be finished.

WESTERN ROADS MUST STAND LOSS.

Change in Transcontinental Freight Rates Will Not Affect Shippers.

"This proposed change in transcontinental tariffs on business destined to transmississippi points is not such a bugbear as one might be led to believe," says a general freight agent of an Omaha line. "There is no likelihood that the rates will be raised, consequently the shippers and jobbers will suffer no increase in their transportation charges. As a matter of fact the proposition is one wherein the freight departments of the lines operating between Chicago and Omaha will suffer a shrinkage in their earnings. This is a matter of importance to the railroads but will hardly cause any grief to the shippers, especially since the conditions are such that an increase in rates sufficient to offset the shrinkage is hardly possible."

If the change contemplated goes into effect January 1 it will mean a revision of all rates from all points east of the Illinois-Indiana state line to points west of the Mississippi river, including Omaha. At the present time the first-class rate from New York to St. Louis is 60 cents. The rate from St. Louis to Omaha is 60 cents. Combining these tariffs makes the through rate from New York to Omaha via St. Louis \$1.20 per 100 pounds. The first-class rate from New York to Chicago is 70 cents and from Chicago to Omaha 30 cents. A comparison of these two rates makes the through rate from New York to Omaha via Chicago \$1.00 per 100 pounds. Since July 1, 1897, an agreement has existed between lines operating east and west of Chicago whereby the difference of 2 cents in the through rate between Chicago and St. Louis has been prorated.

"In a nutshell, the lines operating east of Chicago have refused to longer prorate this 2-cent disability and demand the total local rate to Chicago. Consequently, in order to meet the rate existing via St. Louis, the burden of this disability rests with the Chicago-Omaha lines. In the event of their refusal to shrink their earnings sufficiently to meet this disability all freight would be routed via St. Louis. It is considered by railroad men as absurd to believe that the Chicago-Omaha lines would hesitate in standing this necessary reduction in order to put Chicago on an equal basis with St. Louis on all transcontinental traffic destined for transmississippi points. Railroad men, consequently, agree that the burden of this reduction must rest on the Chicago-Omaha lines and the shippers will in no manner be concerned."

Consideration of this matter has been taken up by the Western Trunk Line committee at its December meeting, which began December 12 in Chicago. It is not known whether or not any consideration will be given in the rate west of Chicago was taken. This could only be accomplished by the St. Louis lines agreeing to a proportional raise west of that point. If this should be done the shrinkage necessary to be borne by the western lines out of Chicago would be offset by the increase in the local rates west of Chicago. Such action is believed to be altogether improbable.

RUMOR IS CAUSE FOR MERRIMENT.

General Manager Webster of the Terminal Denies Any Changes.

John R. Webster, general manager of the Omaha Bridge & Terminal company, was thoroughly amused today when asked if any truth existed in the rumor that John W.

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Congressman Burkett, in explaining how he secured an increase of \$300 for clerk hire for the Pawnee City postoffice, said he had labored all summer to bring about this result, but with no success. When he came to Washington he had determined to assist on First Assistant Postmaster General Heath's trail until he obtained the increase. Every day he made a visit to the postoffice department with the statement that the increase was absolutely needed, his success being quite persistent.

Charles N. Cooper of Huron, S. D., was today favorably reported to the senate for confirmation as postmaster at Huron. Cooper was strongly endorsed, not only by the people of his own city, but by the congressional delegation of South Dakota.

Congressman Burke of South Dakota introduced pension bills today for Samuel G. Trine of Pierre and Herbert Lounsbury of Fort Bennett. Representative Gamble presented a bill for the relief of John H. Hart of Hot Springs and a bill organized the secretary of the interior to appoint a commission of three to treat with the Sioux Indians of Rosebud agency for cession to the United States of lands owned by the Indians in Gregory county, South Dakota. This country has recently been organized, but it is now found that the county is too small under the present limits, with large Indian holdings, to warrant a continuance under present conditions.

Congressman S. E. Robinson will spend the holiday season in Wheeling, W. Va., his old home.

Congressman Gamble will leave for his home at Yankton tomorrow.

E. Rosewater, editor of The Bee, left for Omaha last night. He is in Washington Mr. Rosewater had conferences with members of the national republican committee and the situation in Nebraska was gone over politically.

Dr. F. W. Cox was today appointed a member of the board of pension examining surgeons at Vermilion, S. D.

Floyd D. Humbert was today appointed postmaster at Prosper, Butler county, Ia., and J. F. McKenney at Turkey River, Clay county, Mo. He will take office at Palm, Roberts county, South Dakota.

TELL ABOUT ROBERTS' WIVES

Witnesses from Utah Testify Before the Investigation Committee of Congress.

WASHINGTON, Dec. 19.—A number of witnesses from Utah appeared today before the committee of the house of representatives which is investigating the case of Mr. Roberts. They included Mrs. Dr. Luella Miles, a practicing physician of Salt Lake City; Mrs. McDougall, E. L. McDougall and S. E. Wishard, all of Salt Lake City. Roberts was present and conducted the cross-examination.

Dr. Miles was the first witness. She gave her profession as that of a physician at Salt Lake City and a member of the medical society there. She gave the details of a call she made at the house of Mrs. Dr. Maggie Shipps Roberts on April 12, 1897, relative to some medical affairs. She stressed Mrs. Shipps' statement as "Dr. Shipps" whereupon, the witness said, she was interrupted with the request: "Doctor, you can call me Dr. Roberts."

Mrs. Roberts went on to explain, the witness said, that she had been married to Roberts for several years. She asked that the medical society mail sent her in the future be addressed as "Dr. Roberts," not "Dr. Shipps." Subsequently, the witness called at the house, and after a visit Roberts came in and was introduced. She could not recall whether there was a specific introduction as husband and wife or whether his entry was with such familiarity as to indicate a marital status.

When Roberts cross-examined the witness she repeated the same story. After the witness had stepped aside Roberts submitted the object to the effect that this testimony related to 1897, whereas, the committee had no jurisdiction over him prior to his becoming a member of congress.

"Then you contend," said Chairman Taylor, "that the testimony should be confined to polygamous practices subsequent to March 4, 1899?"

"I do," answered Mr. Roberts.

"The objection will be noted," responded the chairman.

Rev. S. E. Wishard was the next witness. He gave his business as that of superintendent of the home missionary work of the Presbyterian synod, embracing Utah. He knew both Mr. Roberts and Mrs. Dr. Roberts and related his first meeting with the latter in September, 1897. This occurred, he said, on the train at Mandi, Utah. He was in the car with Roberts and spoke with him. A lady sat beside him and he beckoned to her and then introduced her, saying: "Mrs. Roberts, Mr. Wishard."

On cross-examination Roberts brought out Mr. Wishard's opposition to Mormonism and

SENATOR ALLEN SWORN IN

Foynter's Appointee Takes the Oath as a Member of the Upper House.

GIVES DINNER TO THURSTON AND FRIENDS

Fractious References in His Champion Long-Distance Talking Record—Thurston Rides Must Re-Enter Militia to Get Guns.

WASHINGTON, Dec. 19.—(Special Telegram.)—Senator Allen presented himself shortly after noon today in the senate to take the oath of office. Senator Thurston introduced his colleague to President (pro tem) Frye and others. Thurston and Allen advanced to the presiding officer's desk, where the oath was administered.

Arm in arm the two senators repaired from the desk of the president to a seat assigned to Senator Allen, where the senator seated party company with the new appointee, Thurston going to the republican side of the chamber. Allen's seat is on the last row assigned to the opposition and is the one formerly occupied by Senator Tillman.

The new senator was warmly greeted by his colleagues, some of whom facetiously remarked that they had hoped to have a chance to recover from his efforts during the closing session of the fifty-fifth congress.

Judge Allen looked well-groomed and had his usual healthy color. After taking the oath Senator Allen entertained at luncheon Senator Thurston and a number of populist members of the house, his former law partner, John S. Robinson; W. L. Stark, R. D. Sutherland and William Neville.

The efforts being made by the Thurston Rifles to rehabilitate their former drill team by securing Krag-Jorgensen rifles is pretty certain of failing. Secretary Postmaster General Foynter, who is in charge of the department, has refused the request of Congressman Mercer to supply the team with 100 rifles of modern make, says there is no authority of law by which it can be